

ROAD EXPERT'S REPORT

The Governor Makes Report of Mr. Hoyt of Washington Public

The Report Deals In Present Condition of State Roads

The report of the government expert, Charles H. Hoyt, a native of New Hampshire Superintendent of Road construction, U. S. office of Public roads, who last month made made a detailed inspection of our state highways, has recently been received.

In company with the governor, members of the council, state engineer and others, two weeks were spent by him in the work of examination, during which numerous photographs, samples of material, censuses, etc.,

were taken principally on the trunk lines and mountain roads built by the state.

In general Engineer Hoyt states the condition of the highways in New Hampshire was much better than he had expected to find them.

Gravel

After an extended period of hot, dry weather rain had improved the surface of the gravel roads, some of which are very good and some of which are rough and show the need

of maintenance. In some cases gravel roads were better just after the rain than a week later, showing weather has an effect on this kind of construction.

New Hampshire has many miles of gravel road, a few miles of native stone macadam, some of trap rock macadam, a part of which has been treated with bituminous surface. A little bituminous macadam has also been built.

The use of gravel should be rational. It is not practical for some highways where traffic is too severe and suitable gravel is not handy. Gravel may abound throughout the state, but everything that bears the name of gravel is not suitable for high construction. Most of it is too sandy. Sometimes the stone are too large. Coarse and fine material must be well distributed. A gravel that is too sandy, but otherwise good, can be made into a good road, possibly by removing a part of the sand and by adding a small amount of suitable clay and thoroughly mixing it with the sandy gravel. An inch of clay has been spread over gravel and this layer covered with more gravel and rolled. But this is only a thin crust. Three inches of clay, ploughed and harrowed with the gravel is better. Thorough mixing is important and the proper proportions can be determined by trial. This type of construction is practical where the traffic is moderate.

Bulletin 311, Sand Clay Roads, is-

sued by U. S. Office of Public Roads. Describes this road in detail and may be had free of charge.

The gravel can be screened to get the right proportions. Most of the gravel banks he saw needed to be crushed and screened. Of course a gravel road should not be built where a suitable quality of local stone is available.

It requires, as much skill to build a gravel road as one of macadam. To spread gravel correctly requires ability. Many roads have humps and hollows, because the gravel was not spread evenly. A string should be stretched and a dumping board used. An iron rake is indispensable.

Native Stone Macadam

Once native stone would not have

(Continued on page five.)

400 Sailors Killed

The French Battleship Liberty Was Destroyed This Morning by an Explosion

Toulon France, Sept. 25—The battleship Liberty was blown out of the water this morning by an explosion and over 400 sailors killed. Twenty members of the crew of another ship were killed by the explosion.

BATTLESHIP BLOWN UP ITALY'S GRASP IS ON TRIPOLI

Forces Landed at Three Points on the Coast

Turks Capture a Liner

Entire Italian Fleet and an Army of 60,000 Moving

Rome Sept. 25—The Italian government is moving rapidly with determination in the matter of an Italian protectorate over Tripoli. Its plans are no longer concealed and its attitude is favored by all classes except the advanced section of the socialists, who threaten to call a general strike in the event of hostilities. Although it does not attach much importance to this threat the government which is acting with the greatest prudence in every way, has decided to call to the colors 112,000 reservists so as to be prepared for all emergencies, both at home and abroad.

According to the information in official circles, the government still hopes to effect an amicable arrangement with Turkey, whereby Italy will secure a lease of Tripoli, under the sovereignty of Turkey, and pay thereof an annual rental. If Turkey definitely refuses to meet this proposal, Italy will proceed with military measures.

The government is prepared to meet an aggressive measure by Turkey, such as attacks upon the lives and property of Italian subjects in Turkey. In such cases, it is under-

COMING MEETINGS OF MINISTERS' ASSOCIATION

The Ministers' Association meets on Oct. 9 and Rev. L. L. Harris of Greenland will be the speaker. On Nov. 27, upon invitation of the Dover association, they will join in an all day session with Dover association at Dover. Rev. C. H. Emmons will deliver the morning address.

WANTED—A woman to do cleaning four hours a day. Apply at this office. s25,netf

FAST TRAIN RAN INTO A HAYRACK

Neenah, Wis., Had Appalling Accident Yesterday

Thirteen Met Slaughter

Neenah, Wis., Sept. 25—Thirteen persons are dead, three others are dying and five are seriously hurt as the result of a fast train on the Chicago and Northwestern railroad running into a hayrack on which a party of thirty-one merry-makers were returning from a celebration today.

A big billboard beside the railway track obscured the view from the locomotive as well as from the wagon. Dust and fog were contributory causes to the tragedy. Nine members of the party escaped without a scratch. Nobody on the train suffered except from a severe jar.

The collision occurred at 3:40 a. m. at the Commercial street crossing here. Train No. 121, northbound, whirled through the wagonload of singing and happy unfortunates who were returning from the Peter Hanson farm, where they had gone to attend the celebration of a wedding anniversary.

All but two, who were Chicago men, were residents of Menasha. Armless, legless and headless corpses covered the right of way as the train, nine coaches in length, was brought to a stop 800 feet from the scene of the accident. Several of the bodies were so badly mutilated that identification was possible only by fragments of clothing. Six bodies were discovered on the engine pilot and two other bodies hurled through a wagonman's shanty with such force as to overturn the structure.

TRAIN SHOULD BE KEPT ON

The Herald man while at the railroad station this morning counted no less than 50 passengers alighting from the first Boston train to this city. This is some evidence which the railroad should consider in the matter of giving Portsmouth this early train the year around. Since the big ships of the navy have made Portsmouth their home port passenger traffic between here and Boston has largely increased and this is one of the trains mostly patronized. There are several other reasons why this train due here at 8:05 in summer should be run the same in winter.

POLICE COURT

Alexander who escaped from the

Telephone 168
Connects All Departments

Geo. B. French Co.

37-45 Market St., Portsmouth, N.H.

Every Woman who buys her Fall and Winter Wearing Apparel here is going to get the best for the least money.

Sooner or later you are going to find out that it is decidedly to your best interests to trade here.

We are determined on that—we are going to give every woman who trades here this fall such good value for every dollar she leaves here, that it would be impossible for her to get better values anywhere else.

We want to make a walking advertisement of this store out of every woman who wear our garments.

We are going to make these women the best dressed women in town and send them out to make more customers for this store. Satisfied customers are not going to be backward about telling their friends where they got their clothes, you know.

Find out about the advantages in quality, service and price to be exclusively obtained in this store.

NECKWEAR DEPARTMENT
NEW SILK GIRDLES made of Cord with Tassel, Jet, 50c to \$2.25
Silk Cord and Crystals

Geo. B. French Co

THE BIG STORE WITH THE BIG VALUES



Don't Miss Our Great 6 Day Sale on

PIANOS

D. H. McINTOSH Furniture Store

We have decided to close out all our sample pianos and pianos we had rented for the season. These Pianos are all in good condition and strickly high grade, and it is a chance of a lifetime.

- 1 Conway, new, was \$350.00 now \$150.00
- 1 Cote, slightly used, was \$250.00 now \$165.00
- 1 Martin Brothers, slightly used, \$300.00 now \$150.00
- 1 Esty, sample, was \$450.00 now \$289.00

Lot of other styles. Come in.

D. H. McINTOSH

Cor. Fleet & Congress Streets, Portsmouth

SCHOONER ASHORE AT RAILROAD WHARF

Five Masted Schooner Fannie Palmer put on Flats by Tug Cumberland--Towing War On.

The five masted schooner, Fannie Palmer, of the J. S. Winslow & Co. fleet, was on the mud flats on the north side of the B. & M. R. R. coal wharf Saturday night, being floated at high water Sunday.

The schooner was being docked by the tug Cumberland of Portland, and the tug pushed the big schooner in on the flats so hard that all efforts to budge her failed and as the tide was falling she remained fast until Sunday forenoon at high water.

There was danger that the big schooner with her 3,600 tons of coal, would be badly damaged. A part of her forward cargo was taken off and lightened forward, she rested easy on the mud.

The schooner's going ashore is due to the towing dispute that now exists between the Piscataqua Navigation company, which does the towing in this harbor and river, and the J. S. Winslow Co., of Portland, who own the big Palmer fleet, over the towing rates.

The company refuse to pay the rates asked by the local boats, and as a result have sent up their own tug from Portland to tow up their fleet. This is the third job of towing the company's tug has done and out of the three two were put ashore. The five masted schooner, Rebecca Palmer, was grounded on Gangway rock, and the Fannie Palmer, put in on the flats. The experience so far has been rather costly to the Winslow people.

KNIGHTS WIN LAST BALL GAME

The Knights of Columbus defeated the Riversides team of Kittery, at the play grounds on Saturday afternoon, before a crowd of 1,000 people. It was a good game, with the Kittery team making a garrison blash, but they did not come fast enough, the Knights winning by a score of 9 to 8.

There were a great many errors and an equal number of snappy plays. Thayer pitched a good game and with good support he would have been very effective. He struck out 14 men.

The score:

K. of C.	bh	po	a	e
Reardon, 3b.	0	0	1	3
Flanagan, 2b.	1	4	2	1
Kirvan, 1b.	1	7	2	1
O'Brien, if.	2	1	0	0
Heffernan, c.	2	14	0	1
Mates, cf.	0	0	0	0
McWilliams, ss.	0	0	0	0
Dondero, rf.	1	1	0	0
Thayer, p.	1	0	3	1
Total.	8	27	8	4

Riversides	bh	po	a	e
Grant, rf.	1	0	0	1
Fisher, c.	0	7	1	1
Fields, 1b.	0	10	1	1
Caswell, 3b.	0	2	2	0
Huntton, ss.	2	3	2	1
Paul, 2b.	1	2	2	1
Pruett, if.	0	2	0	1
Able, p.	3	0	3	1
Smart, cf.	0	1	0	0
Total.	7	27	11	6

Innings.	1	2	3	4	5	6	7	8	9
K. of C.	0	0	3	0	0	5	0	1	0
Riversides	0	0	0	0	1	4	1	2	4

Runs made by—Flanagan, Kirvan 2, O'Brien, Heffernan, McWilliams, Dondero 2, Thayer, Grant, Fisher 2, Paul 2, Pruett, Able. Three base hits—Kirvan, Home runs—Heffernan, Paul. Stolen bases—Dondero, Fisher, Able. Base on balls—by Thayer 3; by Able 4. Struck out—by Thayer 14; by Able 7. Sacrifice hits—Kirvan. Double plays—Flanagan and Kirvan; Caswell and Fields. Hit by pitched ball—O'Brien, Heffernan, Dondero. Wild pitches—Thayer 3, Able 2. Passed balls—Heffernan, Fisher. Umpire—George Woods. Time—1h 50m.

GRANDMOTHERS USED SAGE TEA

To Darken the Hair and Restore Gray and Faded Hair to Its Natural Color

It is easier to preserve the color of the hair than to restore it, although it is possible to do both. Our grandmothers understood the secret. They made a "sage tea," and their dark, glossy hair long after middle life was due to this fact. Our mothers have gray hairs before they are fifty, but are beginning to appreciate the wisdom of our grandmothers in using "sage tea" for their hair and are fast following suit.

The present generation has the advantage of the past in that it can get a ready-to-use preparation called Wyeth's Sage and Sulphur Hair Remedy. As a scalp tonic and color restorer this preparation is vastly superior to the ordinary "sage tea" made by our grandmothers.

This remedy is sold under guarantee that the money will be refunded if it fails to do exactly as represented.

If your hair is losing color or coming out start using Wyeth's Sage and Sulphur today, and see what a change it will make in a few days' time.

This preparation is offered to the public at fifty cents a bottle, and is recommended and sold by all druggists.

G. E. Philbrick, Special Agent, 45 Congress Street.

QUILTING PARTY ELECT OFFICERS

The annual meeting of the Helen Seavey Quilting Party was held on Saturday at the home of Mrs. W. O. Jenkins on State street.

There was a good attendance, and no literary program was given.

The officers were elected as follows:

President, Mrs. F. S. Towle; vice president, Mrs. J. G. Parsons; secretary, Mrs. W. O. Jenkins; treasurer, Mrs. M. P. Wentworth; auditor, Mrs. W. W. Odiorne; chaplain, Mrs. John Seales; historian, Mrs. H. I. Durgin; board of managers—Mrs. O. L. Frisbee, Mrs. W. O. Jenkins, Mrs. G. D. Whittier, Mrs. C. A. Towle, Mrs. Wm. H. Smith, Mrs. Horace Scowards, Mrs. Horace Massey.

PEOPLE'S OPINIONS

Editor Herald:—Your eyes, Secretary Meyer, your eyes. There is an old, but very true saying that there is none so blind as he who will not see.

We read now, promptly following the arrival from Europe of the distinguished head of the Navy Department, more of the old, old, story of the doing away with certain navy yards and the contemplated aggrandizement of certain others—to wit; those at Charlestown and Brooklyn.

Wealthy in his own right, a member of the inner circles of the elite of "Society," can it be that the secretary lends a willing ear to the gold laced navy men, (few though they be,) who to gratify their passion for the frivolities of the fashionable centre of large cities would stultify the interests of the establishments they should honor?

Secretary Meyer has had a deal of foreign travel. He went abroad to study the naval establishments of the great powers. He has had an opportunity to learn much of the inner workings of the naval policies of Great Britain and its great rivals on the continent.

It he has not been blinded by the glare and glitter of public functions, at which he has been a welcome guest, he has learned that the big commercial centres abroad are not troubled with navy yards and that the business interest are more concerned with the building up of their ports for commerce than with efforts to make their cities brilliant social centres for naval officers and officials. Charlestown and Brooklyn are to be the great naval station Secretary Meyer promises. I have said before and I repeat here, that no man gifted with common sense and business acumen, and willing to use both can stand up and honestly advocate the taking of great commercial centres for naval purposes at the enormous expense entailed. A man who proposes such a plan is promptly stamped, and properly, as one with no eye to the future.

The sites of the navy yards at Charlestown and Brooklyn are worth millions for commercial purposes, while at Portsmouth and New London are opportunity to grow at a tithe of the costs.

Here, with the enormous sums that could be obtained by the sale of the Charlestown and Brooklyn yards could be developed naval stations that would surpass the greatest in Great Britain or Europe.

And against this obvious business proposition, what do we find weighing? Only a dog in the manger policy on the part of certain people whose idea of social advantages outweighs with them commercial advancement and prosperity of their city and who if given "Society" enough would allow grass to grow in their streets and the social yearnings of certain naval officers, whose tastes are more in common with the "hop" of society than with the "pop" of big guns.

Can any one who has ever visited Portsmouth and looked over its yard, honestly stand up and say that it is not "The" site for Uncle Sam's greatest establishment?

The mud thrown at Portsmouth and its yard comes from those who have never seen, aided and abetted by frivolity—seeking naval men, who are wilfully blind.

Let us consider every port on the Atlantic coast, with the problem of a crippled Dreadnought, drawing in her crippled condition over forty feet of water seeking admittance.

Is there a port beside Portsmouth, which she could enter? Not one! Yet at Portsmouth, she is only able to come up to the Navy Yard, but could continue five miles up the Piscataqua river above the yard, to Dover Point, without the slightest trouble on account of draught, even if the latter was more than fifty feet.

If the draw in a bridge half a mile above the navy yard was broadened sufficiently to permit the giant warship to pass through.

This bridge, however, is to be done away with at some time, we have been promised, and replaced with another further up the river. This prospect, held before our eyes now for several years as a near certainty, seems to be fading into indefinite future through an attempt on the part of the railroad officials to secure authority to transfer funds authorized to be raised for its construction to pay for work in Massachusetts.

Let a delegation of Boston business men visit Portsmouth, see its spacious harbor and inspect its navy yard and the delegates will become convinced that here is the nucleus for the ideal naval station.

Here, besides the immense dry dock hewn from solid rock, the finest dock in the world is another site, between Clark's Island and the Navy Yard where another dock of the same kind double in size, capable of taking in warships of a draught of fifty could be built at minimum expense. And there are a dozen other sites for docks that could be used.

Scores of acres of vacant land, already owned by government are available for the development of the yard at a cost only of the improvement thereon.

There seems to be a great tribulation just now, about the upbuilding of Boston. But in making his plans for this upbuilding, the Bostonese seems unable to look beyond the nose on his face.

We in the suburbs have been inclined to look upon Boston as New England—its hub at any rate, yet the Boston man seems inclined to centre himself in the narrow confines of the "Little Boston" and let the devil take care of "Greater Boston" that should have been years ago.

And it is the self-centered, selfishness of certain Boston people which has prevented its expansion as fast as it should have developed and which are today clogging the whole of its progress.

Yet, if the business interests of the metropolis of New England were forced to depend entirely on the trade of "Little Boston," the big stores of which Boston boasts would be fewer and much smaller, for the "country man" has played no small part in their development.

And, if they were forced to depend on the patronage of such families of wealth as even now send their laundry to New York City from Boston, the business interests would starve.

The merchants of the smaller outside communities patronize Boston and replenish their stock there.

The money of the outside communities gravitate to Boston and makes up its prosperity. To aid these communities to grow and develop is to develop Boston—a greater Boston in reality.

Portsmouth fifty eight miles from the State House is not so far away from the Hub that it cannot be classed as a suburb. Were it in relative position to Chicago, it would be almost a part of the city itself.

Boston "Chamber of Commerce" should consider this well.

It delegation went abroad to study conditions there and form plans for the advancement of Boston's commerce.

Did the delegates find any cities there playing the dog-in-the-manger policy and prospering? Did the delegates find costly commercial sites being monopolized by navy yards? Does the Boston Chamber of Commerce want to lift its eyes beyond the narrow confines of "Little old Boston" and have Boston become what it should be: New England in reality?

To secure the co-operation of New England, Boston must be considerate of New Englanders—those living outside of the twenty-three wards that chose John F. Fitzgerald as chief magistrate.

New England wants Boston to become a great commercial centre and New England likewise believes in reciprocity. Let the Bostonese practice it. To become the great metropolis that it should be Boston must bid its suburbs to develop and grow. It needs prosperous environs and these can be obtained in a great measure only through its aids.

Portsmouth stands ready and waiting to put its shoulder to the wheel for Boston. Is Boston ready to boost for Portsmouth and aid in its development?


Boston's Chamber of Commerce delegates undoubtedly learned much in their visit to eastern cities: they got more good points in the visit to Chicago.

Let them continue these trips, making them to New England cities, and it seems certain that welding of community interests will follow.

JOHN PENDER.

Portsmouth, N. H., Sept. 25, 1911.

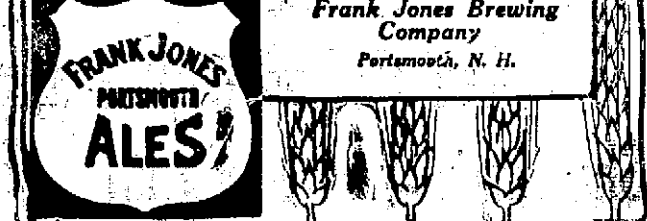
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If, as it has been conclusively demonstrated, that it is good business for the dealer to have these delicious ales on tap, how much better is it for you to get the greatest value for your money, and call for your ale by the name—FRANK JONES.

Sold at the sign of the shield.
Frank Jones Brewing Company
Portsmouth, N. H.



We are now prepared to submit for your

Examination

our most recent Importations for

Fall and Winter

and feel satisfied that they will merit you.

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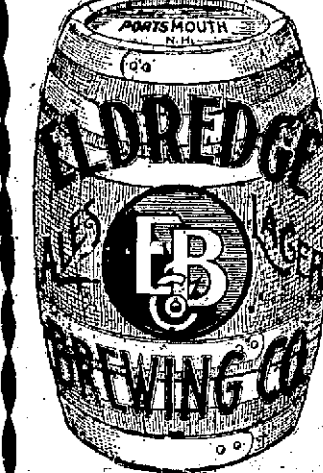
Come in and look them over. Remember our reputation is at stake on every garment that we make. Yours for perfect satisfaction.

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Is to use the best Malt that money can buy and the best Hops in the world. Brewed by a master in the art of brewing, the purity, sparkling life, and delicious flavor of the Eldredge products have made friends everywhere.

Hoppy, Full Flavored, Smooth and Mellow.

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THE OLD FASHIONED WAY

of making doors, sashes, blinds, etc., by hand is both slow and costly. The up to date builder saves both time and money by using the mill made articles of which we show such a complete variety. Stop in and see how many things, formerly made by hand, we can sell you ready to fit up your home.

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Madam—
You Hold
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The Power to Banish
Poor Foods and High
Cost Is Absolutely in
Your Hands

Use it to better your table foods.

At a price to fit every purse you can serve on your table a complete line of high grade foods made and sold under

- One stern standard of quality
- One iron clad guarantee of purity
- One responsible, reliable name—

Yours Truly

You can get the finest Pork & Beans—most delicious Soups—the best Coffee—the most nutritious Macaroni and Spaghetti—the smoothest Chocolate and Cocoa—the purest Spices—the most wholesome Apple Butter and Sweet Piccallette—a new relish with a snappy taste.

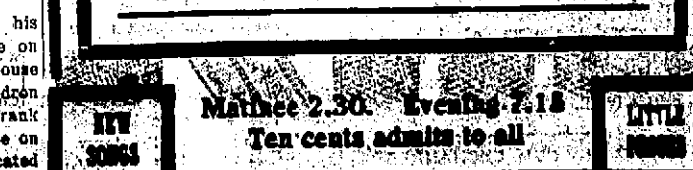
In addition, there is Salad Dressing without oil—Extracts of intense flavor, and Catsup made of red, ripe tomatoes. There are other good things too. The most complete line of foods on the market. Made by experts of long years' experience—invariable in flavor—constant in quality and right in price.

The name "Yours truly" is the key to the really good foods of life. Give them a thorough trial by ordering from your grocer today all your table foods by the name "Yours truly." Have a "Yours truly" dinner tonight. Learn how really good they are.

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Wholesale Distributors,
MANCHESTER, N. H.



By Ryan Walker



Matinee 2.30. Evening 7.15
Ten cents admits to all

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For PORTSMOUTH and PORTSMOUTH'S INTERESTS
Portsmouth, N. H. Area, 15 square miles.
Banks, National 3, capital \$350,000, surplus profits \$160,000, deposits, \$1,874,000.
Banks, Savings 3 guaranty funds and surplus \$517,000, deposits \$6,918,000. Total assets all banks \$10,185,000.
City Debt, Jan. 1, 1911, \$782,810.
Value City Water Works, \$375,000.
Parks 3.
Playground, 1; ten acres.
Population, 11,269.
Taxes assessed, \$207,000.
Tax rate, \$22.60 per \$1000.
Valuation 1910, \$9,205,877.
Churches and Missions, 11.
Hotels, 9.
Schools 11, employing 57 teachers.
Children of School Age, 2,158.

MONDAY, SEPTEMBER 25, 1911.

LOVE OF COUNTRY.
Whatever strengthens our local attachments is favorable both to individual and national character. Our home, our birthplace, our native land—think for awhile what the virtues are which arise out of the feelings connected with these words, and if you have any intellectual growth you will then perceive the connection between topography and patriotism. Show me a man who cares no more for one place than another, and I will show you in that same person one who loves nothing but himself.
Robert Southey.

THERE IS PLENTY OF BUSINESS
President Taft hit the right chord when he announced that everything throughout the country was ready for the biggest business in its history and the only thing necessary was for all hands to turn to and get busy. The country was never any more prosperous than it is at the present time. The attempt of some of the timid ones to start a panic should be laughed at. It is up to all business men to go about supplying the demand. There is nothing to be afraid of.

BIRD'S EYE VIEWS
Attorney General Wickersham talks too much.
Portsmouth is going to gain five hundred in population within the next year.
Portsmouth needs two or three modern business blocks. Who will build them?

Secretary Meyer has nipped in the bud all the stories about what he intends to do at Boston.
Trains are not allowed to run through some cities at more than three miles an hour, while autostats go fifty miles.

The days of the baseball stars are about at an end for 1911 and soon the long-haired hero of the football game will be the center of attraction.
The so-called Insurgents are going to be called their right names before the campaign is over. "Political crooks" is now the term most used in the west.

The police commissioners of Dover are taking pattern after the Portsmouth commissioners and have made a general shake up of the police force. Only one officer was not critically ill.
AMONG OUR EXCHANGES
Opening of the Colleges
Most of the leading colleges have

been opened or are about to open their doors to the ambitious young men and women of the country who seek a higher education. The uniform report seems to be an enlarged enrollment.
Fifty years ago the sons of rich fathers formed the bulk of undergraduates bodies, while the daughters stayed at home. Now young men of courage who have most limited means do not hesitate to enter our colleges and the institutions devoted to women are filled to overflowing. The college, in short, is becoming each year a more democratic institution and is attracting our best blood. This is a favoring sign, for the time should come when practically every boy and girl who want a higher education will receive it.—Boston Globe.

RIVER AND HARBOR
The tug Cumberland of Portland tried to dock the five master Fannie Palmer on the north side of Railroad wharf Saturday afternoon after the tide had dropped two feet instead of at high water, as customary. Consequently the Palmer stuck in the mud when about half in her berth, and resisted all efforts to float her. At low tide her bow was 8 feet out of water, while there was some 15 fathoms depth under her stern, and she was heeled over to starboard. Her position was an extremely hard one and Capt. Willie feared that she would fill up. At high tide Sunday morning, however, the Cumberland succeeded in getting her into the dock with probably nothing more than a slight straining. The last Palmer schooner here, the Rebecca, hit on Gangway rock, while being towed up by the Cumberland and \$1000 damage was done. The owners of the Palmer schooner, however, apparently continue to think that they are saving money by sending their ships here and taking the business away from the local boats.
A large quantity of coal is on the way to this port. Among the vessels chartered or en route are the five master Governor Brooks, Helen W. Martin, Dorothy Palmer, Singleton Palmer, Prescott Palmer and Rebecca Palmer and the four masters Lyman M. Law, Rachel W. Stevens and John B. Manning.
Capt. Fred Gray of Brooksville, Me., came here Saturday and took command of the three master Rodney Parker. Capt. Gray was here several weeks ago as skipper of the three master Sarah and Lucy.

ARRIVED BELOW
Schooner Methebesec, Brown, South Amboy for York, with 500 tons of coal to Fremont Varrell.
Schooner Norton, Pettie, Pigeon with granite to Fitzgibbon and Dolan.
Schooner Serena, S. Kendall, Bangor for Newington, Mass., with lumber.
Schooner Margaret, Machias for Boston, with lumber.
Schooner Stella Maud (British St. John, N. B. for Boston, with lumber.
Schooner Alice Holbrook, Boston for Stonington, Me.
Schooner Catherine, Lyman for Bangor.
Sloop Mary A. White, Cape Ann, with granite.
Tug M. Mitchell Davis, Portland, towing lumber laden barge for Boston.
Tug Portsmouth, Boston, towing two barges.
Steam yacht Florette, Alphonse H. Altes of New York.
Steam yacht Sabrina, George D. Loud of Boston.
Schooner yacht Cynet, Frederick F. Carey of New York.
Sloop yacht Dorel, George R. Minto of Boston.

SAILED
U. S. Collier Brutus Newport News.
Schooner Rodney Parker, Stonington, Me., to load granite for New York.
Schooner William M. Walker, Wells, Me.
Schooner Mary E. Morse, Boston.
Schooner Harrie M. Young, Gloucester.
Tug M. Mitchell Davis, towing schooner Methebesec, for York.
Tug Piscataqua, towing schooner Sullivan Sawin, for Cape Porpoise.
Tug Piedmont, towing barge No. 9, for Bangmore.
Tug Watuppa, towing barge Greenwood, for Elizabethport, N. J.

WORK ON STREET TO FERRY TO BE RUSHED
Fitzgibbon and Dolan contractors have nearly completed the work on Richards' avenue and within a few days will begin the job of widening the street. It is expected that the work at the ferry landing, and North end will be rushed. The widening of the street will be done on that street this year will

FIFTY YEARS AGO TODAY

Gleanings From Files of Portsmouth Chronicle

Arrival of the Portsmouth.—The U. S. ship Portsmouth J. Calhoun, Commander, arrived in our lower harbor on Tuesday after a passage of 46 days from St. Paul de Loando, S. W. coast of Africa, which place she left on the 9th of August. She has been absent over 23 months, having sailed from this port on the 23d of May, 1889. She has been actively employed since she left, most of the time under canvas; has captured three prizes and sailed per hog 60,000 miles.
The U. S. ship Saratoga, Commander Taylor, was going out of the harbor as the Portsmouth came in.

Somewhere three years since, two young men from South Carolina came North, and entered one of our New England colleges. They remained there until an attack on Fort Sumpter, when they thought they ought to go home. They were "strongly in

THE DELIGHTFUL MAGDALEN ISLANDS
Amherst Harbor, Magdalen Islands, Sept. 13, 1911.

You will understand that I left the hospitable shores of Prince Edward Island, temporarily, on Monday, Sept. 11, at Souris, where there was waiting the elegant and highly comfortable steamer Lady Sybil, which plies twice a week between Picton, Nova Scotia, and the Magdalen Islands, carrying a goodly number of passengers and much freight all through the summer and early fall. She is a pretty sight to watch the cattle and sheep feeding upon the green sward that covers them, dotting the hills, and now owned by Mr. William McLure, of Picton. She has all the modern improvements—electric light and searchlights, and electric bells, with fine, airy staterooms, smoking room, etc., so that a trip in her is a luxury, and a great pleasure when the weather is suitable; and very safe when the sea is rough. Incidentally we may mention that we had a rather stormy ride, as is apt to be the case in September, but as soon as the islands loomed up into sight we were well satisfied that our excursion was to be a success.

The Magdalen Islands are a group which at low tide are nearly all connected by sand bars so that one can ride almost their entire length. They are about fifty miles north of Prince Edward Island, well out in the gulf of St. Lawrence, and about 150 miles from the shores of New Brunswick and the province of Quebec. They are named—Amherst, Grindstone, Algonquin (of which House Harbor is the principal port), Coffin, Goose, Entry, Wolfe, Bryon and Bird Isles. They stretch nearly sixty miles, but are very narrow, with an area of 86 miles, and a population of 4,816, mostly or 900 in the three months of each French, being, indeed descendants of year, making about 90,000 cans for the Acadians who were expelled from the year's work. The fishermen and Gaspean by the English. The islands were granted by England, 1734, they have to work hard, for the water to Sir Isaac Coffin for services rendered as only men who are enured to it during several previous years. Sir could endure. They tell us that the Isaac entailed this property for three generations; after the third generation the owner disposed of it for \$1,032,000. It appears that Acadians came hither as a last resort after having been driven away from St. Pierre and its neighborhood, and sought this refuge, where they would not be likely to be disturbed, and where the land was not considered worth the trouble of taking possession of it. Its only use is for fishing, and the people are almost all engaged in the fisheries. Indeed they all are, excepting those who trade in the necessary supplying of the wants of the inhabitants.
As we approach the islands their appearance strikes the eye of the novice with peculiar effect, different from that which mere black and white pictures convey. The shores are generally high bluffs, some of which are hundreds of feet in elevation. This much, the pictures will indicate, but the actual view, the artistic brush of the painter to give the true effect. The land is verdant, and the beautiful green breaks suddenly at the top of the cliffs into the bright red of the do this the Illington street job may be cut short and the only thing to roll very much like that of Prince Edward Island, as though it has been

hard working for a small compensation and lack the gaily that we ascribe to the French people.
The scenery on shore has its attractions, and the visitor does not soon tire of viewing it. We speak particularly of Amherst, where we stayed while on shore.
The indulgences of the land, culminating in the grand mounds upon the breasts of "Mademoiselle," are all covered with grass and other verdure with scattered houses and cultivated spots, while the gulf forms a striking background to the picture. There is a nice ride of about twenty-four miles around Amherst, which an island coach (i. e., a one-horse wagon) will take you for \$2.00, including the driver. At low tide the ride can be extended the entire length of the islands, at a correspondingly low rate.—And all this is so much out of the common to us unfortunate dwellers on the land, that one of those "thrills" of Anne Shirley comes with experiencing it for the first time. And the "thrill" comes to stay for at least the two or three days we spend there. But we have wandered away from that curlew dinner, at the Shear House in Amherst. We might before discussing it tell of the mushroom supper of the previous evening, for which our hostess had sent out on the cliff adjoining her house that afternoon—but never mind! We will tell about the curlews. Say, Dr. S., you ought to know what sport there is at the agdalen! You may get a good string of trout from the streams of Maine and N. H. or you may by a tedious process bring down a brace or two of partridge in your local gunning! But know you! there are places on these islands where birds do congregate and you can "get all you want just for the shooting!" It is a sportsman's paradise. My! here in an afternoon's trip two of our fellow boarders came in with a basket full of curlews and plover, just as full of solid meat as ever a nut was. Oh! it was delicious! that dinner!
Here is an itinerary of our trip: Started from Souris, P. E. I., at 8 o'clock Monday evening; went through a storm all night, to find ourselves Tuesday morning at Etang du Nord; hence to Amherst in the midst of a howling wind and heavy rain, then out into the big seas again to Grindstone where we harbored Tuesday night; early Wednesday morning we went to Point Basse; then back to Amherst, and the steamer returned to Picton, leaving us at Amherst to await her next trip. At five o'clock Friday morning her whistle was blowing again in Amherst harbor. We hurried aboard and went thence to Grindstone, Point Basse and Grand Entry, stopping at each place for mails and freight and were some four hours at Grand Entry discharging goods and empty barrels and loading a big cargo of salted mackerel and canned lobster. It was about four o'clock when we started on the home run, and nine o'clock in the evening when we reached Amherst, and presently started for Souris and Picton, the wind and waves running a lively pace; and we came to Souris at 7.30 Saturday morning. Taken together it was quite a steamer trip with all the experience that we wanted; for it was cool weather as well as breezy.

The gulf is subject to sudden changes under the rise and fall of the wind, which can very quickly kick up a "nasty sea," that in its turn very soon subsides after the find goes down.
WHO IS TO SUCCEED SUPT. MERRITT OF THE B. AND M. R. R.
Along with many other changes, talked of on the Boston and Maine railroad to occur within a short time is one relative to the superintendent of the Portland division. Railroad men expect the retirement of the present superintendent, W. Merritt, who is said to have asked to be retired sometime ago.
It is understood that either Superintendent Ray of the Concord division or Superintendent Mooney of the Worcester, Nashua and Portland division will succeed Mr. Merritt. In some quarters it is believed that should Mr. Merritt step out of the French the present Superintendent of the terminal division will be advanced.

EXPRESSMEN ON OUTING
The employees of the Tarbox Express company out of town held an outing on Clark's Island on Sunday. A choice clam bake was opened in the afternoon.
TWO HARD DAYS
This is certainly a busy week for the veteran firemen. Thursday they participate in the muster at Amherst and the following day appear at



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ROAD EXPERT'S REPORT

(Continued from Page 1.)

been considered good for road building, and not much of it is first-class for use now, but can be made so by using a suitable bituminous binder. Much of this stone should be used. A good example exists at Hanover. The Dover Point road had ravelled, but was better August 10 than on August 2.

Ocean Boulevard

The Ocean Boulevard is badly worn and probably will need resurfacing before many years. It may be possible to keep this road in fair condition for a time with the surface oiling and sand treatment that is now being given it, which is the best

that can be done by the present administration. It is possible that the present form of treatment may build up the road surface. If repeated at such times as prove to be practical, in regard to reports that have been made to the effect that this road was in perfect condition last fall and that it has been entirely destroyed during the present season, I can only say that in my opinion such a report as that is based upon ignorance or has some other motive than the fair discussion of the road itself.

Bituminous Macadam

This is the general name given to that class of roads built of crushed stone, with which a black sticky material called a bitumen, tar, or asphalt. It began by using a layer of oil or prevent dust, which lasted one season. These oils have been refined until they are of such consistency as to require heating.

There are four methods of using these heavier bitumens:—1. Surface treatment, used between Concord and Nashua applied after road is done, consisting of sweeping the surface, applying bitumen, then covering with sand, or stone chips. This is better adapted for automobile traffic, because horses' shoes cut through the layer.

2. Penetration method, the commonest, and used in Laconia and Nashua. Under this bottom coarse stone is filled out and rolled. Then comes the top coarse stone loose, after which bitumen is poured over it. A thin layer of stone chips follows, which is rolled. Also, on much of this work there has been applied a surface coat, which is again covered with chips, when the road is ready for use.

3. Mixing method, is more thorough and more expensive. The top coarse stone is heated and mixed with bitumen, deposited three or four inches thick and rolled solid. This way is more durable, since each stone is coated with bitumen.

4. Prepared Filler, convenient and thorough, while cost is between those of penetration and mixing. In construction of macadam roads generally the screenings are first pushed out of place, leaving larger stone loose. This method coats the first fine material with a bituminous binder, placed around the larger stone, binding it. The foundation is built like a plain macadam covered by the top coarse stone loose, in size 3-4 to 2 inches, spread evenly to a depth of 3 or 4 inches, over which is applied a layer of prepared filler to a thickness of 4 to 5 inches, the depth of the loose stone layer.

The filler is made as follows: To 1 volume of stone chips of pea gravel is added 40 per cent by volume of clean sharp sand, and from 10 to 15 per cent (by volume of chips or gravel) of bituminous binder similar to that used in penetration or mixing methods. The chips and pea gravel and binder may be heated or not as is required to secure a uniform mixture.

After spreading, the layer is worked into the top course of stone with rakes, or by light steel spike-toothed harrow, teeth 1-2 inch square, close together, and 3 inches in depth. The harrowing should continue only until the top coarse stone begins to appear, and then surface is rolled with 10 ton roller until firm.

The filler may be spread over the surface to cover bare spots and a surface coat 3-4 inches in thickness may be applied.

By this method not so much of stone has to be heated, less bitumen is required, filler can be applied evenly and mixing can be done at one place, and substantial road is built.

Analysis of Bitumen

It is recommended that a gallon of each different kind of road preparations used, which is on the market, be sent as a sample to the office of Public Roads for analysis and record, express paid.

Grade Crossings

There are many of these that are unnecessary and dangerous. The authorities should have them abolished throughout the state as far as practicable. The approaches should command an unobstructed view, or warning signs should be erected at a point before the track is reached.

Dangerous Curves

Many curves are unnecessarily dangerous, because of bushes and weeds growing along the inside of these curves.

Culverts

Concrete culverts are the most reliable, as the lifetime of metal pipe is unknown.

There are numerous wooden culverts leading westerly to Crawford Notch. These are death traps, and should be replaced with reinforced concrete structures once for all. The towns of Littleton and Hopkinton have had examples of this. In the latter case the culvert was unraveled and not wide enough.

Maintenance

This is the most important part of our highway problem. Traffic requirements have become more severe during the past five years. There is no such thing as a permanent road, as far as known to the human race. The only features that approach permanency are local, grading and masonry. If the present \$100,000 bond issue shall have been expended along these lines entirely, it is all that any one could expect to be done with that amount.

Patrol System

Long ago adopted in European countries. Excellence of their roads is in fact that they are better maintained than ours and not because they are better built.

The New York state patrolman cares for six to ten miles. Living near the middle of his section he covers it two or three times weekly. Equipped with a horse, wagon and tools he keeps ditches and culverts clear, weeds and bushes cut, stones raked off macadam roads, sand where needed, repairs spots in bituminous surface and attends to ruts and holes. He sweeps water from water bound surfaces, sweeping fine material toward middle of road to prevent raveling. Towns should cooperate in this.

The Split Log Drag

Farmers' Bulletin No. 321, U. S. Office of Public Roads, which may be had free, describes in detail this drag and its uses, showing cuts. Ossipee has used this to advantage. It is for maintenance only. Every farmer should have one. It is used after a rain when the road is soft and beginning to dry.

The drag is drawn along the side of the road in a slanting position, the end toward the ditch, a little in advance, so that the ruts are levelled and the excess material carried toward the middle, maintaining the crown. The fall ruts may be avoided by dragging.

If the patrol system be adopted, the patrolman should have his districts worked by assistants, otherwise he would begin when the road was too wet and could not finish until it became too dry.

Concord to the Massachusetts State Line

Since traffic over the southern part of the Merrimac Valley Trunk Line is probably the heaviest of the state, it should be built of more durable material. The gravel along this line is not fitted for the best construction. Because it will need constant repairs, the best treatment that can be given it is to resurface it with bituminous macadam, which, 3 to 4 inches thick would cost over \$200,000. This road connects the three largest cities of the state, whose valuation is 27 per cent of total assessed valuation of New Hampshire, over one fifth of automobiles and fees come from these three cities. If these three cities would take the initiative in construction of this sort, which is recommended, they would profit by it in the end. The distance from Concord to the state line is less than 1-10 the length of the trunk line system for which they contribute one fourth.

Bretton Woods to Profile

This road is not well located and toward the Twin Mountain House there are sharp curves. From the Profile the distance could be shortened by relocation.

Nashua to Milford

There are two routes. Would recommend one; to run from Nashua to South Merrimac, keeping to the right at the fork through the village of South Merrimac to Ponemah Station, where a short relocation may be desirable, thence to Milford. Several crossings at grade will be eliminated. The boards of trade have assured favorable consideration. It is possible that this road may some day form part of a cross country line from Portsmouth to Keene.

Laconia

The work being done here is a part of the Merrimac Valley Trunk Line, and is first class in every way. It is well graded and trap rock costing \$1.19 a ton is being laid to finished thickness of 6 to 7 inches. About two gallons of Tarsia X are being used per square yard by the penetration method.

Cost of Maintenance

There should be an appropriation for the maintenance of all highways built upon which state funds have been expended, and the state engineer should make an estimate which the governor and council may submit to each legislature. All kinds of roads require maintenance. About

500 miles of road have been built since 1905, when state aid law was passed. Under the patrol system \$75 per mile would be required. For the Merrimac Valley Trunk Line about \$300 per mile will be needed. Present cost of maintenance of an oil treatment covered with sand is about five cents per square yard. This sand should be screened.

A fund of \$55,000 per annum should be used for maintenance, two-thirds should be raised by the state and one third, up to \$50 or \$75 per mile, by the towns. In such towns as the amount exceeds \$150 per mile, the town to pay \$50 and the state the balance.

State Engineer's Department

A state highway commission is expensive, political and can do nothing that a state engineer cannot do as well. "The present governor and council form one of the best highway commissions I have ever met in any state, and are fulfilling the requirements of a commission as well as any highway commission is doing." The important work is being done by the state engineer, whose office should cover a term of years. If any change in administration is made, his power should be increased.

Summary of Recommendations

1. Establishment of patrols.
2. Use of split log drag.
3. Cost of maintenance to be borne 2-3 by state, 1-3 by towns.
4. Preparation of a map showing all highways in state, designating principal ones as eligible for state aid, and looking toward system of cross state roads to connect trunk lines, and develop farming resources, map to be submitted to legislature.
5. Reinforced concrete culverts.
6. Native stone macadam roads where available.
7. Use of trap rock for top course only where native stone is suitable for foundation and not for top.
8. Use of bituminous binder during construction of stone roads, or as surface treatment.
9. Investigation of grade crossings.
10. Employment of enough engineers and inspectors so that an engineer and one or more inspectors can be stationed on all state work.
11. Continuance of state aid to towns and the creation of an entirely separate fund for maintenance purposes.
12. State to be given authority to complete trunk lines in towns which have not appropriated their share, cost to be collected by the state.

Conclusion

New Hampshire has 15,116 miles of public highways, or 1.67 miles per sq. mi. of area. Average ratio for U. S. is 75 mi. per sq. mi.

The real problem is how to finance the enterprise. Many of the roads receive most of the travel from the middle of May to the middle of October. A traffic census recently taken showed nearly fifty per cent consisted of cars from out of the state. Under the present law, many towns are required to maintain these trunk lines, except for a percentage of automobile fees allowed by the last legislature, while they receive no direct benefit.

The parties who benefit are the state, county, town, summer hotel, automobilists. In New York the state taking charge of the work pays 50 per cent, county 35 per cent, town 15 per cent.

A system of cross state roads should in time be established.

State should maintain all trunk lines in the first instance and then have authority to collect one-third of such cost of repairs from the towns, except where they exceed \$150 per mile. It should be remembered that these trunk lines were public highways before the state assumed charge of them, before which the expense of their maintenance fell entirely upon the town.

The counties benefit because of the increased value of real estate, and the towns because their citizens have the advantages of improved highways. The farmers are able to get to the stores and to market with their produce and travel to churches and schools is made easier boarding houses. They should pay liberal taxes.

Automobiles are increasing yearly. Local automobiles pay their fees which go into the highway fund. In view of the fact that about one half of the automobiles in the state are foreign, it is suggested that a large ratio to the total value of traffic, it may be that the ten day period of examination from registration to each legislature. All kinds of roads require maintenance. About

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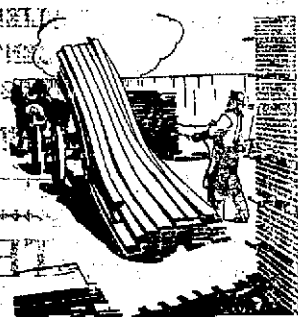
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FATE OF NAVY YARDS RESTS WITH BOARD

Army and Navy Experts at Work—
Sec. Meyer Denies Ever Suggesting
Portsmouth Should Be Closed.

The secretary of the navy, George von L. Meyer, who has just returned from Europe to his home in Hamilton, in an interview in the Boston Sunday Herald discussed the various utterances which have been attributed to him regarding the reduction in the number of United States Navy Yards and other matters pertaining to the general efficiency of the navy. He repudiated the published statements in which he has been made to say what he proposed to do with certain yards definitely named.

"I have never mentioned either Charlestown or Portsmouth by name or otherwise," he said.

He also made clear some matters which he had never before given to the public. One of these was that the reduction of yards on the Atlantic coast to the actual requirements of the fleet would save the people of the United States \$3,000,000 a year. Another was that no personal preference or prejudice would determine the fate of these Atlantic yards but the report of the board of army and navy experts now engaged in an investigation of the entire problem. When that report is made he will base upon it his recommendations to Congress.

The views of the secretary may be inferred from his comments, however. He also talked of the remarkable activity in the English ship-building yards and made some reference to the works at Fore River. "It is improper for me to say which of the six yards remaining on the Atlantic coast should be maintained," said the secretary. The inference from the entire conversation would be, however, that the yard at Charlestown and perhaps that at Portsmouth would be kept. There are yards at Charlestown, S. C., Norfolk, Philadelphia, New York, Charlestown and Portsmouth, some of which are undoubtedly to be dropped. Whatever report may be made by the board, it is unlikely that the six docks located at these places will be abandoned, as they make a valuable asset. They will be maintained, even though the yards connected with some of them may be given up.

The uselessness of some yards and stations is held to be self-evident. The abolition of those at New Orleans, Pensacola, Port Royal, New London, Sackett's Harbor, San Juan, Culebra and Cavite has already been recommended. This relieves the coun-

try of maintenance expenses of a million and a half a year.

New Orleans, Port Royal and one of the remaining six on the Atlantic coast that at Charleston, ought never to have been established, it is claimed. They were founded, not because the fleet needed them, but because the representatives of South Carolina and Louisiana insisted upon having their share in the government expenditures.

Charlestown is now used as a torpedo station, although there are high maintenance expenses and costly buildings connected with it. There are docks there, too, but the draught is but 16 feet, while the battleships require 28 and 30 feet.

That torpedo station at Charlestown can be supported and the docks kept clear at an annual cost of \$30,000, which would mean a considerable saving to the government.

Joint Value Studied.

The joint board of army and navy experts was appointed some time ago to look into the strategic value of the naval plants along the coast and to investigate them from the industrial point of view. It is their judgment for which the secretary is waiting. In defending the coast the army must supplement the work of the fleet, and it is desirable that the army and the navy should jointly determine the value of a yard. The secretary is of the opinion that such a co-ordinate result will double the worth of the yards that may be left upon the Atlantic coast, as the yards are protected by the guns of the army.

The secretary states that it is absurd for New Orleans to attribute to sectional feeling his attitude upon this question. His predecessor in the navy department came from Michigan and he made the same recommendations as to the navy yards. When Mr. Meyer came into office he did not accept the ready-made conclusions of his predecessor, but after consideration he was obliged to come to the same views.

He holds that the effort to get sympathy for a contrary policy by claiming that the Mississippi valley needs the protection of these yards is foolish. There are no guns at the yards, the ships at any time in them are there because they are not in fighting trim, and no foreign vessel could come up the river, as a collier might be sunk to block the channel or a mine might be floated down, or in other ways the passage might be prevented.

The secretary found in England that the yards were "full up" with work. England is building ships for Russia, Japan, Turkey, Chili, Brazil and for the English navy also. He believes that the United States is equipped to compete with England for this world business. Among the yards which he named as able to build as well and as quickly was "the great plant at Fore River." As is well known he believes in ship subsidies, and he alluded to his record as postmaster-general, when he came short just nine votes in his "strenuous effort" to get a subsidy for a South American line.

Mr. Meyer alluded to the extraordinary courtesies which had been shown him in his investigations in England into naval methods, to the need of admirals, or vice-admirals at least, in the organization of the American navy, and to the English methods of dealing with deserters and leave-breakers, but his general emphasis was upon the statement that the navy yards exist for the fleet and not the fleet for the yards.

GIVEN A MASONIC AND MILITARY FUNERAL.

Fritz Lorenzen, the sailor who dropped dead on Friday night at the home of Mrs. Mary Mason, on Peverly Hill road, was buried on Sunday afternoon at the naval cemetery at the Navy Yard.

Lorenzen was a member of the Masonic lodge in San Francisco, so the St. John's lodge of this city conducted the funeral services at the cemetery.

WITH THE POLICE.

the houses of Benjamin Blake, Charles Asay and Charles Morse, but found no evidence of liquor.

Sunday night there were three drunks and one for assault on the police blotter. The assault case was John Pede, a Poleander, who was arrested for beating up his wife.

Saturday night there was but one arrest made, and that a simple drunk. The police made a good clear up of the larceny case that was reported to them early Sunday morning, when they landed their man at Lynn a few hours later.

Owl barber shop, union shop, 3 chairs, no waiting. W. H. Stringer, 17 Ladd street, Razors honed a specialty.

ROBBED HIS HOST WHILE HE SLEPT

Samuel Miles, colored, was arrested from the front end of the early morning Pullman Sunday, at Lynn, and is being held by the Lynn police for the officers of this city. Miles is wanted here for the alleged larceny of \$26.00 from Charles Gardner on Bow street.

Miles has been rooming at the home of Gardner on Bow street and it is alleged that Saturday night after everybody had gone to bed he got up and took the sum of \$26 from the

pocket of Gardner and left the house. All but one dollar of it was in gold.

Some time after Miles left the house Mr. Gardner awoke, and in some way discovered that he had been touched for his money. He looked for Miles but he had gone, and he then notified Captain Burke of the night police. The officers were given a description of Miles, but he had started enough to get away. Later Newburyport was notified to watch for him on the morning Pullman, and they reported back that there was a colored fellow seen on the head of the train when it passed through that city, but the Newburyport police had received the message to late to get him. Lynn was then called and when the train arrived in that city the police arrested Miles. When searched the \$25 in gold was found in his pocket.

Today Deputy Marshal Hurley will go up after him, although Miles has informed the Lynn police that he will not return without extradition papers.

ROAD EXPERT'S REPORT

(Continued from Page 5)

tion should be revoked and an appropriate fee charged.

The engineer is well aware that whoever advocates an increase of taxation is not well received. Out net valuation over all debts is \$245,325,024.66. If the legislature should make an annual appropriation of \$250,000,000 a year for the next ten years for highway purposes, in addition to the present appropriation, the tax rate would be increased a little less than \$1.02 per year on one thousand dollars. Nearly every real estate owner in the state would be willing to pay this to have the improvement of roads continue. It is not a question of whether or not New Hampshire can afford to improve her highways, but a question of whether or not she will; she cannot afford not to continue the improvement.

In this instance a through system of highways from state to state, and a trunk line system are well adapted to the wonderful resources of New Hampshire.

The system of highways needed most in this country is that which is composed of shortest roads which radiate and branch out from the villages and cities back to the farms.

Let the state make an appropriation of \$250,000 a year for the next ten years, and the increased valuation and prosperity of the state will more than repay the investment.

"In closing I desire to express to Governor Bass, the members of his council, the secretary of state, the state engineer, the state auditor, the public press in the state, and to all the citizens whom it has been my privilege to meet, some of whom have it been my privilege to meet, some of whom have been acquaintances and friends for a number of years, my appreciation of the courtesy and kindness shown me and to assure you that my official visit has been a labor of love for the state of New Hampshire."

Gateman's Coolness Prevents Accident

Somersworth, N. H., Sept. 24.—Mis-calculating the time of lowering the gates at the Berwick bridge crossing of the Boston & Maine railroad Saturday morning, Miss Grace Tebbetts of Berwick, an accomplished driver of an automobile, undertook to cross the tracks while the up train for Nashua, via Rochester, was approaching, but found herself peened on the crossing.

The train was hidden from sight by a sharp curve and was making headway from the passenger station, when gateman Charles Drew lowered the gates. Miss Tebbetts, losing presence of mind, turned off the power with the result that the machine stopped on the track.

Gateman Drew, falling in a vigorous attempt to push the auto over the crossing, ran down the track and flagged the train. Owing to the curve engineer Chamberlain did not see him until the train was nearly upon the auto, but he quickly applied the brakes and stopped the train within several feet of the stalled automobile.

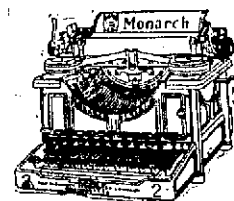
Miss Tebbetts overcame her excitement sufficiently to apply the power and move her machine off the crossing as soon as the gates were raised. She was profuse in her thanks to Gateman Drew for his timely assistance and to Engineer Chamberlain for his celerity in stopping the train and avoiding an accident.

Read the Herald every day.

New Medical Compound for Skin Diseases

A chemist, who was convinced that the old method of taking internal medicines for skin troubles was wrong, found that an extract from the tree Juniperus Oxcedrus has a soothing and healing effect when the skin is irritated, in flamed or diseased. This important vegetable extract, by a method of special treatment with other healing ingredients, form the products known as Cadum. Since its introduction Cadum has produced remarkable results in many cases of eczema and other unsightly and distressing skin disease after other remedies had failed. Cadum relieves the terrible itching eczema at once and begins healing with the first application. It is good for pimples, blotches, hives, tetter, itchy skin, ringworm, rash, sores, chafings, eruptions, itching, piles, etc. Many of the results obtained by the use of Cadum may be truly called wonderful. 10c and 25c, at all druggists.

If you want local news, The Herald has it all.



\$3.00.

will rent a
Light Touch Monarch
For One Month

\$15.00

will rent a
Light Touch Monarch
For Six Months

Monarch machines may be purchased on the Monthly Payment Plan. A post card will bring full information.

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Daily and Sunday between Providence and
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New Management, Improved Service.
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Canadian Pacific Ry.

LOW COLONIST FARES

Sept. 14th to Oct. 14th.

Special Round Trip Rates Until Sept. 29th.

Modern Tourist Cars from Boston Weekly
from Montreal daily. Write us giving destination and we will
furnish full details of fares and routes.

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AUTOISTS' best radiating centre to
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ON direct line to MOUNT WASHINGTON
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Five 18-Hole Golf Links
MAPLEWOOD HOTEL, high-class
house for 400 guests. Open to Golfers.
MAPLEWOOD INN for 150 guests. Open
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Lester M. Cully, Mgr.

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Call and see the line of
Moccasins I show this fall,
can supply anything in that
line.

I also carry supplies for all
kinds of Shoe Repairing.

Charles W. Greene,

Fine Shoe Repairing

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It will not affect the Spark Plug

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We have a full line of Wines,
foreign and domestic. Our
specials are.—Victoria Chan-
trel, Maderia, Rhine Wine,
Angelica, Muscatel Port and
Sherry. Ale and lager in
cases for family use. Goods
delivered to all parts of the
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DISEASES OF THE EYE, EAR,
NOSE AND THROAT

Congress St. Portsmouth, N. H.

Hours—9:30 to 12; 4 to 6

Advance Display OF Ladies' New Fall Suits AT Very Lowest Prices

Striped Serges in blue and
black, \$10.00.

Worsted in plain colors,
\$15.00 to \$18.00.

Fancy browns, blues and
mixtures, \$18.00 to \$25.00.

American Cloak Co.
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CHICHESTER'S PILLS

FOR THE REGULATION OF THE
BOWEL

MADE BY DR. J. C. CHICHESTER

THE COMPANY WITH THE PYRAMID

CONSECUTIVE YEARS OF PROGRESS

NEW HAMPSHIRE

FIRE INSURANCE CO.

Capital \$1,000,000.00
Reserve \$250,000.00
Total Assets \$1,250,000.00

Fire Insurance Co. of New Hampshire
100 State St., Boston, Mass.
100 State St., Boston, Mass.
100 State St., Boston, Mass.

CEMETERY LOTS

Cared For and Turling Done.

With increased facilities the subscriber is again prepared to take charge of and keep in order such lots in any of the cemeteries of the city as may be entrusted to his care. He will also give careful attention to the turning and grading of them, to the cleaning of monuments and head stones, and the removal of weeds. In addition to work at the cemeteries he will do turning and grading in the city on short notice. Cemetery lots for sale; also Loam and Turf.

Orders left at his residence, corner of Richards avenue and South street, or by mail with Oliver W. Ham, 64 Market street, will be given prompt attention.

M. J. GRIFFIN.

Automobile Insurance

Fire, Liability, Collision, Property Damage, Best Policy Issued

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NO. 3 MARKET SQUARE,
PORTSMOUTH, N. H.

INSURANCE

OF EVERY DESCRIPTION
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AGENT,

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We Make a Specialty

Of Deep Well Pumping

Outfits

We also do First Class

ELECTRIC WIRING

For Lighting Your House.

Have our man call and give you an estimate.

Shadwick & Trelethen's

42 BOW ST. TEL. 822.

FOOT-BALL SEASON OPENS

The first football game of the season was played at the play grounds on Saturday afternoon, when a picked team known as the Portsmouth A. A. played a tie game with the team from the U. S. S. Tennessee.

The game was fast but in places rough. Leary of Portsmouth was taken from the field in an unconscious condition having been knocked down. He was not seriously injured.

Tonny Pilgrim scored the touchdown for the locals, after a run of 45 yards and the sailors scored on a similar run of Currier.

The line up and score:

Portsmouth A. A. U. S. S. Tennessee
Leary, le. Snyder, Snyder
Dondero, le. Currier, Currier
Kruvan, le.
Truman, it.

Hart, le.
Belmont, c.
Staples, rg.
Minnehan, rt.
Weaver, re.
Pilgrim, qb.
Conners, lib.
Garnett, lib.
Driscoll, lb.

Score—Portsmouth A. A., 5; Tennessee, 5. Touchdowns—Pilgrim, Currier. Empire—Smith. Referee—Hoover. Field Judge—Able. Head Linesman—Stenford. Umpires—O'Leary and Graves. Time—four 10m periods.

THEATRICAL TOPICS

The Musical Review of 1911.

The appearance of the Winter Garden company at the Shubert Theatre Boston, for a limited engagement beginning Monday evening, Sept. 25, promises to be the real event of the theatrical season. This famous band of players comes here direct from the Winter Garden New York, in what is said to be the most startlingly brilliant theatrical offering of the New York season. It is entitled "The Musical Review of 1911" and is a colossal combination of musical comedy, ballet, spectacle, variety, burlesque, extravaganza, fun and beauty. The company numbers 150 people and at its head are a quota of the biggest stars in the country. Among these are such well known players as Stella Mayhew, Al Johnson, Mlle. Dazle, Harry Fisher, Mildred Elaine, Barney Bernard, Billie Taylor, Hess Sisters, Melissa Ten Eyck Yvette, Tempest and Sunshine, Arthur Cunningham, Sig. Bonifilio, Milberry Ryder, Beatrice Obrey, and Lew Quinn. Then there

are several score of handsome girls, said to be the very pick of Broadway beauty squad.

"The Musical Review of 1911," has in it all the big hits and novelties of the New York season. There is said to be something for everyone in it and no effort has been spared to make it the most attractive of all touring attractions. The production is a most lavish one, the costume investiture probably the handsomest that has ever been seen on any New York stage. There are eight immense scenes, each one of which will tax the capacity of the large Shubert stage. There are two dozen musical numbers and a wonderful ballet; then there is comedy by Stella Mayhew, Al Johnson, Barney Bernard and Harry Fisher; remarkable violin playing by Yvette; some wonderful dancing by Dazle and a score of novelties which are bound to prove pleasing to those audiences that wish to be amused and entertained. The production is being brought here absolutely as seen at the Winter Garden, New York, and as the local stay is but for a short time, it behooves all those in search of real entertainment to secure their reservations early. Owing to the size and extensiveness of the production only have a dozen cities in the country will be visited by this attraction and Boston has the good fortune to be the first.

Theatrical Notes

Robert Hilliard, under the management of Klaw and Erlanger, will have for his farewell coast to coast tour in "A Fool There Was," practically the same company as last season. Some of his people, including Clara, Edna Conroy and Little "Boots" Wurster have been with him since the very first performance of the Kilpinque drama. The only important change is the leading man, Alphonse Elhier, who is to play the red blooded family friend, filled the title role in "Ben-Hur" for several years.

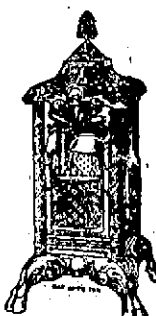
Henry Miller, whose trip to the Coast in "The Hovee" has been a great success, is coming East to head a company of famous players who will appear in New York series of plays. Mr. Miller has been a member of several similar great organizations in the past. As a boy he trained under Lester Wallace, Augustin Daly and Dion Boucicault. He later achieved fame as a member of the Lyceum Theatre Stock company and the Empire Theatre Stock company. During these early days Mr. Miller was intimately associated with many celebrities of the stage. Some of his experiences with great players, Mr. Miller says: Two figures are sharply outlined in my memories of great actors of the past. One is Adelaide Neilson, who was unquestionably the last of the great actresses. In the gallery of striking figures of the theatre with whom I have been associated, which includes Modjeska, Ada Cavendish and Augustin



For those Cold, Creepy, Chilly, Days

Sitting in a chilly, creepy room is not at all pleasant, besides it's not safe. It sometimes means a cold that will stick to you for months. Why take a chance, why be uncomfortable?

Use a **Vulcan Odorless Gas Heater**



Can be connected to any gas fixture. Will take off the chill and make a room comfortable in a few minutes.

Guaranteed Odorless Absolutely Sanitary We have them in various styles and at different prices.

PORTSMOUTH GAS COMPANY,
Portsmouth, N. H.

Daily, the one balancing portrait in my memory proportionate to Neilson in greatness is Dion Boucicault. George Heban has made a wonderful success in his own play, "The Sign of the Rose," which was first produced at Klaw & Erlanger's Atlanta Theatre, Atlanta, Ga. This house is the most modern and finest theatre in the South standing as complete as the house after which it was modelled, the New Amsterdam, in New York city. In the building has been embodied all the features known to modern stage architects looking to the protection of theatre goers.

The critics of Atlanta compared Mr. Behan's work with that of the late Richard Mansfield, J. E. Dodson and David Warfield. Mr. Behan plays the role of Pietro Massena, an Italian laborer. He enters the home of a wealthy family on Christmas Eve on an errand. A ne'er-do-well uncle abducts the only child of the family and the Italian is suspected. The second act shows Massena at supper with his little daughter, planning their humble Christmas. The youngest goes out to buy a gift for her father and is killed by an automobile driven by the father of the stolen child. The third act is laid in a florist shop, where Massena comes to purchase a rose to place in his dead baby's hand. He is accused of the abduction. In this scene he displays a wonderful stony and characterization of the Sicilian laborer in mental distress. Cleared of the charge he returns to his broken home, where he meets the abductor who has restored the child to her parents. The play closes with Massena and the reformed culprit starting on their way to the vineyards of Massena's native land. The cast includes Marie Pavey, George Probert, Franklin Ritchie, Estha Banks and Edna May Howell.

INQUEST WAS HELD.

An autopsy was held Sat. afternoon at Ham's undertaking rooms by the medical staff from the navy yard on Fritz Lorenzen of the U. S. S. Petrel, who died suddenly on Friday evening at the home of Mrs. Mary Mason on Peverly Hill road. A rupture of the aorta was found to be the cause of his death.

BEST AND HEALTH TO MOTHER AND CHILD.
Mrs. Winkler's Sore Throat Syrup has been used for over SIXTY YEARS BY MILLIONS OF MOTHERS FOR THEIR CHILDREN WHILE SUFFERING WITH PERFECT SUCCESS. IT SOOTHES THE CHILD, CURES THE CROUP, ALLAYS ALL PAIN; CURES WIND COLIC, and is the best remedy for DIARRHOEA. It is absolutely harmless. Be sure and ask for "Mrs. Winkler's Sore Throat Syrup" and take no other kind. Twenty-five cents a bottle.

NAVY YARD CLERKS ON ANNUAL OUTING

The civil service clerks at the navy yard, held their annual outing on Saturday, at the summer camp of Col. Joseph R. Curtis on the banks of the Piscataqua river. It was an ideal day and that was all the clerks wanted furnished, they had arranged for the rest and there was not a single minute but what there was something doing.

At noon a shore dinner was served and as soon as this was disposed of, and it took some time at that, for there are some eaters among the clerks and they let themselves out Saturday the long list of sports that had been planned was started. A baseball game that was so bewildering in the remarkable plays made that Allan Robinson wanted to sign the whole bunch for the Sunset League next year, was finally concluded. A strict account of the score was made and as soon as it has been compiled under the Taylor system it will be made public. Then came running races of all descriptions, jumping, throwing the weights, swimming and diving stunts, some fancy, etc.

Everybody was there and everybody had a good time and Col. Joe was given a vote of thanks for his splendid hospitality.

GEN. LAWRENCE DEAD

Medford, Mass., Sept. 24—Gen. Samuel Crocker Lawrence, Medford's first mayor and foremost citizen, died a few minutes after 7 o'clock tonight after an illness extending over several months.

At the bedside when the end came were the members of his family including Mrs. Lawrence, William B. Lawrence, a son; Mrs. George L. Batchelder, a sister. Death had been anticipated for several days.

Dr. James E. Cleaver, the family physician, had been in almost constant attendance at the bedside. Yesterday it was seen that the end was approaching and he remained at the Lawrence home during the greater part of the night. Late today he was again summoned and remained until the end came.

The death of General Lawrence leaves but two of the fifty-seven members who in 1867 were instrumental in bringing about a union of the Scottish Rite Masonic bodies. The survivors are Abraham T. Metcalf of Michigan, and William Pitt Preble of Maine.

Samuel Crocker Lawrence was born in Medford, Mass., Nov. 22, 1832, the son of Daniel and Elizabeth (Crocker) Lawrence.

After fitting for college in the Medford public schools, Mr. Lawrence entered Harvard university, graduating in 1855 and receiving the degree of A. M. in 1858. Going to Chicago, he entered the banking business with success, but in 1861 he returned to Medford to engage with his father and brother under the firm of Lawrence & Sons in the distillery business. The manufacture of rum had been the chief business of the Lawrence family for 170 years, up to within a few years, when General Lawrence gave it up. The family made the name "Medford rum," known to every quarter of the world.

On April 29, 1859, Mr. Lawrence married in Charlestown. Miss Carrie Rebecca daughter of the Rev. William and Rebecca Badger of Winton, Me.

General Lawrence early became identified with Masonry and in 1866 he was invested with the thirty-third degree. After filling many high offices in the institution, he was made a lieutenant grand commander of the supreme council, thirty-third degree, northern Masonic jurisdiction. He owned what is considered to be one of the most extensive Masonic libraries in the world.

Entering the state militia in 1856, Mr. Lawrence rose to the command of the Fifth Massachusetts Infantry. At the outbreak of the Civil war he enlisted and was wounded at the first battle of Bull Run. He was commissioned brigadier general of the state militia in June, 1862, and was honorably discharged in 1864.

In October Century.

A feature of the October Century of interest all art lovers will be an account of "The Roman Art Exposition of 1911," by Harrison S. Morris, commissioner-general of the United States of America at the Roman Art Exposition of 1911. Hardly a year in the history of the world, says Mr. Morris, has a more general pilgrimage of the nations been made to any

Mecca of art. The article will be generously illustrated with some of the exposition's masterpieces.

CLASSIFIED ADS.

FOR SALE, WANTED, TO LET, LOST, FOUND, Etc.

Why not exchange or sell your Piano for 40 cents?—It is worth for a Want Ad.

1 Cent a Word Each Insertion
3 LINES ONE WEEK 40c

WANTED

WANTED—To buy a stamp collection, old letters and odd lots of stamps. Geo. A. Washburn, box 358, City.

WANTED—Room and board for two. Adjacent to car line, about fifteen or twenty minutes car ride from city. Address G. R. C., this office.

WANTED—By an naval officer, a house of about eight rooms, furnished or unfurnished. Desirable location. Address, F. P. Porter, 384 Union street, City.

HOUSE WANTED—Will pay \$2000 to \$4000 for satisfactory place. Send price and full particulars to W. this office. S21ch2w

WANTED—A suite of rooms with bath, for three people. Answer, M this office. 1w

WANTED—A girl for general housework. Apply, 50 Highland street. th

WANTED—A position as bookkeeper or stenographer. Address X, this office. S19h1w

TO LET

TO LET—Furnished room with use of kitchen. Apply to 47 1-2 Court St. S12tr

FOR SALE

TYPEWRITER for sale. Smith-Premier, in good condition. Price \$20.00. Address P. O. Box 526, Portsmouth, N. H. S21ch3w

FOR SALE—Calligraph typewriter, first class condition, price \$10.00. Apply to Frank W. Mayer, U. S. Naval Prison, Portsmouth, N. H.

FOR SALE—Brunswick billiard table with cues and rack complete. Inquire at this office.

FOR SALE—Medium size safe price right. Inquire at this office.

FOR SALE—Two large sofas need covering price right. Inquire at this office.

FOR SALE—House lots on Lincoln avenue, most desirable location. Inquire at this office. ch217

MISCELLANEOUS

Have your cleaning done by Robbins' power machine, whether your house is wired or not. Rugs, Carpets, Draperies and Furniture. F. H. Robbins, 115 Market street.

W. I. LUOAS, dealer in Yankee notions and second-hand goods of every description. Telephone 794-L, 14 Penballow St., Portsmouth, N. H. Furniture bought and sold.

DECORATIONS

For Weddings, and Flowers. Furnished for all Occasions.

FUNERAL DESIGNS A SPECIALTY

R. Capstick, Rogers St

Your Laundry Work

placed at random is productive of much annoyance and little satisfaction. Send it to the

Central Steam Laundry
61 STATE STREET

It will not be damaged. It will be delivered promptly and will be there.

Telephone 157-30.
W. G. Wiggin, Prop.

TRANSPORTATION

BOSTON MAINE TIME TABLE

In Effect June 26, 1911

Trains for Portsmouth leave Boston at 5.55 a. m., 7.30 a. m., 8.45 a. m., 9.01 a. m., 9.35 a. m., 10.01 a. m., 10.35 a. m., 12.51 p. m., 1.41 p. m., 2.11 p. m., 3.31 p. m., 4.01 p. m., 5.01 p. m., 6.01 p. m., 7.21 p. m., 8.41 p. m., 9.31 a. m., 9.01 a. m., 10.01 a. m., 1.31 p. m., 7.01 p. m., 10.01 p. m.

Leave Portsmouth for Boston—5.10 a. m., 5.34 a. m., 6.35 a. m., 7.00 a. m., 7.30 a. m., 8.10 a. m., 10.20 a. m., 10.50 a. m., 1.30 p. m., 1.40 p. m., 2.30 p. m., 3.10 p. m., 4.30 p. m., 5.00 p. m., 6.10 p. m., 6.34 p. m., 8.00 a. m., 11.00 a. m., 1.00 p. m., 8.00 p. m., 8.40 p. m., 7.50 p. m., 7.45 p. m.

For Dover—5.55 a. m., 9.30 a. m., 10.51 a. m., 12.50 p. m., 1.31 p. m., 2.11 p. m., 3.31 p. m., 4.01 p. m., 5.01 p. m., 6.01 p. m., 7.21 p. m., 8.41 p. m., 9.31 a. m., 9.01 a. m., 10.01 a. m., 1.31 p. m., 7.01 p. m., 10.01 p. m.

Leave Dover—7.00 a. m., 10.00 a. m., 11.35 a. m., 1.50 p. m., 4.35 p. m., 7.15 p. m., 8.40 p. m., 10.15 p. m., 10.50 p. m., 11.30 p. m., 12.00 p. m., 4.10 p. m., 12.10 p. m.

Leave Portsmouth for York Beach—8.35 a. m., 10.35 a. m., 12.35 p. m., 2.15 p. m., 4.55 p. m., 7.30 p. m., 10.35 p. m., 11.35 p. m.

Leave York Beach for Portsmouth—8.45 a. m., 9.45 a. m., 11.45 a. m., 1.45 p. m., 4.55 p. m., 7.30 p. m., 10.35 p. m., 11.35 p. m.

For Concord—7.37 a. m., 10.37 a. m., 1.35 p. m., 4.35 p. m., 7.35 p. m., 10.35 p. m., 11.35 p. m.

Leave Concord for Portsmouth—7.35 a. m., 10.35 a. m., 1.35 p. m., 4.35 p. m., 7.35 p. m., 10.35 p. m., 11.35 p. m.

NAVY YARD FERRY TIME TABLE

Leave Navy Yard—7.00 a. m., 8.00 a. m., 9.00 a. m., 10.00 a. m., 11.00 a. m., 12.00 p. m., 1.00 p. m., 2.00 p. m., 3.00 p. m., 4.00 p. m., 5.00 p. m., 6.00 p. m., 7.00 p. m., 8.00 p. m., 9.00 p. m., 10.00 p. m., 11.00 p. m., 12.00 p. m.

Leave Portsmouth—8.00 a. m., 9.00 a. m., 10.00 a. m., 11.00 a. m., 12.00 p. m., 1.00 p. m., 2.00 p. m., 3.00 p. m., 4.00 p. m., 5.00 p. m., 6.00 p. m., 7.00 p. m., 8.00 p. m., 9.00 p. m., 10.00 p. m., 11.00 p. m., 12.00 p. m.

Leave Portsmouth—8.00 a. m., 9.00 a. m., 10.00 a. m., 11.00 a. m., 12.00 p. m., 1.00 p. m., 2.00 p. m., 3.00 p. m., 4.00 p. m., 5.00 p. m., 6.00 p. m., 7.00 p. m., 8.00 p. m., 9.00 p. m., 10.00 p. m., 11.00 p. m., 12.00 p. m.

*May 1 to October 15.
Wednesdays and Saturdays.
Capt. Mary Mary Johnson,
Captain of Fleet.

Approved: Capt. F. A. Farnham,
Commandant.

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For The Closing Week IN September

SPECIAL OFFERING of all goods contained in our Annex when purchased by us recently. Stock consists of

FINE STATIONERY,
FANCY GOODS, BOOKS
and EMBROIDERED PIECES

These will be sold regardless of cost.

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The Beacon Blanket, White, Indian Colors, and Bath Robe Blankets.

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New Opening of
PERCALES, GINGHAMS, and FLANNELETTES

THE D. F. BORTHWICK STORE

LOCAL DASHES

Special rates to Rochester fair by taxi. Phone 144.

Saws recut, gummed and filed at Holmes.

Largest Storage for boats in N. E. Make arrangements now. Union Wharf Motor Boat Garage. \$12.00.

Have your cleaning done by Robb's power machine, whether your house is wired or not. Rugs, Carpets, Draperies and Furniture. F. A. Robb, 115 Market street.

The Hawthorne property on Sagamore road owned by Charles P. Wendell, has been sold through Butler and Marshall of the estate of Arthur W. Walker. The property consists of twenty acres.

PERSONALS

Conductor and Mrs. John E. Small of Lynn, passed Sunday at Eliot.

George F. Shannon has entered Phillips Exeter Academy for the fall term of studies.

Stanley Trafton of Hartford, Conn., is passing a vacation of a week with his parents, Mr. and Mrs. C. E. Trafton.

Mr. Howard Gray will close his summer residence at New Castle about October 15, and will leave for Boston.

Mr. and Mrs. Ernest Hobbs of Concord passed the week end with his grandmother, Mrs. M. F. Wentworth, in Kittery.

The W. T. C. U. will meet with Mrs. Chris. Smart, Mt. Vernon street, Wednesday afternoon at three o'clock. Election of officers for state convention.

Assistant Secretary of the Treasury R. O. Bailey of Washington, D. C., passed Sunday with friends in this city and left today for Bangor to select the site for the new Post office building there.

Arthur Harris of New York accompanied by Mr. and Mrs. Harrison of Edinborough, Scotland and Mrs. Johnson of New York, has just completed a tour of the White Mountains by automobile. He made an inspection of the new building of the Portsmouth of the Brewing company of which he is president.

SOLDIERS WIN ANOTHER

The 156th company coast artillery, corps baseball nine of Fort Constitution defeated the Portsmouth Independents, 6 to 1, this afternoon on the fort Stark reservation at New Castle. For the soldiers Camack pitched good ball. Kabelka and Hoffman also starred for the winners while Fisher, Estabrook and Brown excelled for the losers.

In the fifth, while chasing a fly ball Brown ran into a telegraph pole and was knocked unconscious. He sustained injuries to his right shoulder, neck and face, and was forced to retire in favor of Mitchell.

By this victory the soldiers have a record of 28 out of 36 games played.


AT THE STAPLES STORE

SWEATERS

For the Cool Mornings and Evenings in All Sizes and Prices.

Infants' Sweater Jackets, high neck, turnover collar, trimmed pink or blue or plain white.....	50c
Plain Grey Children's Sweaters with high turnover collar, sizes 24 and 26.....	\$1.00
Misses' Red Sweaters, all wool, high turnover collar.....	\$1.50
Misses' Heavy Sweaters in red, green, white, garnet and grey, all sizes.....	\$2.00
Ladies' Heavy Knitted Sweaters in cardinal, grey, white and green.....	\$2.50
Ladies' Heavy Sweaters in grey and white only, all sizes.....	\$3.00
Ladies' Heavy All Wool Sweaters, white only.....	\$5.00
Ladies' Fine Quality All Wool Sweaters with high turnover collar.....	\$6.00

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BERRY'S
HATTERS AND HANKDASHER
41 Congress St., Apt. of Amshbury Broom Laundry.

Elegance and Refinement in clothes, is possible only in made to measure tailoring. Business life requires it. Social life demands it. Men on the lookout for clothes who are a little bit more exclusive than what the Custom Tailor produce may do so by ordering a suit made by our Tailor or F. B. Q. Line. A Guarantee goes with every suit thereby relieving you from responsibility. Measure taken here with polite and good advice if so desired.

ITEMS OF INTEREST TO NAVY YARD EMPLOYEES

Sculpin Eats His Anchor Line of the ship's company. The Masonic One of the yard workmen from burial services were performed. By New Castle is today trying to explain the officers of St. John's Lodge, A. the loss of his anchor to his crew F. and A. M. Burial was in the yard who daily make the trip with him cemetery, a farewell volley being out to and from the yard. In throwing fired and taps sounded.

Assistant in Charge
Assistant Naval Constructor R. W. Atlantic. Capt. Bill claims a big sea Ryden is in charge of the hull division in the bottom of his boat soon during the absence of Naval chewed the rope in two and if the Constructor W. P. Roberts.

Back on the Celtic
Pay Clerk Andrew McMullen of this city has been reappointed to duty on the supply ship Celtic.

Coming to Paducah
Assistant Paymaster H. C. Gwynne has been detached from the U. S. S. Vermont and ordered to the Paducah.

New Skipper for Paducah
Commander W. W. Gilmer has been detached from command of the U. S. S. Paducah and will be succeeded by Comdr. C. T. Vogelgesand of the Naval War College, Newport.

Given Naval Funeral
The funeral of Fritz Lorenzen, gunner, first class, on the U. S. S. Petrel, who died suddenly on Friday last of heart failure took place at the navy at Boston on Oct. 11, or soon thereafter Sunday afternoon. The body was escorted to the grave by members diem.

A New Boat Builder for Boston
An examination for master boat builder for Boston yard will be held at Boston on Oct. 11, or soon thereafter. The position pays \$5.04 per diem.

CHARLES GARDINER CAPTURED

Deputy Marshal Hurley went to Lynn today, returning with Samuel Miles colored, whom Charles Gardiner, another colored resident, says took \$25.00 in gold from the pockets of his clothing on Saturday night while he slept. Miles was arrested by the Lynn police on the morning Pullman and declared that he was innocent and declared he would not return without extradition papers. Today in the Lynn police court he was given a hearing charged with being a fugitive from justice. After the hearing he decided to waive his right and return without making any further trouble for the officers.

The gold as described by Gardner was found on him by the police and Miles says it is his own money and he has the same right to have gold as Gardner. The case comes up in the afternoon session of police court today.

THE EDISONIAN
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Motion Pictures, Vaudeville, Illustrated Songs and Dancing

Don't forget we give more for the money than any other house in New England.

Edisonian Orchestra, Prof. W. W. Swansbourne, leader.

Program for Today

Prof. Stessardy and his group of acrobatic bears and dogs.

Biggest and best act ever in city. Direct from a continuous run of 43 weeks in New York city.

SEE THE BEARS RIDE A BICYCLE, ETC.

Miss Margaret Frazier the real classic operatic singer, entirely different from the ordinary picture house singer, will render selected songs.

Extra strong picture show, including "Mutt and Jeff" the funniest of films and "Duty in the Lighthouse."

One of the strongest and most beautiful marine pictures ever produced.

We have secured Mr. Frank Culbert 4 years operator at the Scenic Temple Boston, to operate our Edison Machine and are assured of a bright, non-flickerless picture.

The Edison machine is used by the U. S. government on ship board and at forts.

Everyone knows that Uncle Sam always insists on the best regardless of price.

NOTICE

The City of Portsmouth, N. H., invites bids for the construction of a concrete core dam to be erected at Peverly Brook, Newington, N. H. Plans and specifications may be obtained at the office of the Board of Works, at Portsmouth, N. H.

Bids will be opened on Thursday October 5, 1911, at eight o'clock, p. m. Right reserved to reject any or all bids.

BOARD OF PUBLIC WORKS.

STOCK MARKET WEAK

Boston, Sept. 25—The market was weak today. Steel selling at 85 and other stocks were off.

Swordfish, halibut, bluefish, salmon, haddock, all fresh in place cases, at E. S. Downe, 37 Market street.

PORTSMOUTH THEATRE

Picture—Sights of Berlin ... Eclipse
Picture—A King for an Hour... Eclipse
Song—A Heart Behind a Kiss, Miss Wood.
Picture—The Nero Officer ... Lubin
ACT—Frank Barrett comedian.
Picture—A Heart Breaker by Trade... Gaumont
Picture—The Culture of Bouibous Flowers ... Gaumont
ACT—Rice and Walters in a novelty sketch, A Day on the Farm.
Picture—The Revenue Man and the Girl ... Biograph
Song—(Spotlight) Silver Threads Among the Gold, Miss Wood.
Picture—(Part 1) The Two Orphans... Spig

Michael Lynd of Bow street left today for two weeks' visit to Manchester and Boston.

PRESIDENT TAFT ENDORSED Internal Revenue Association of Clerks Pass Resolutions

Deputy Collector George A. Wood of the internal revenue department returned yesterday from Detroit and the second annual meeting of the Internal Revenue association, which Mr. Wood conceived and organized, accompanied him on the return trip.

Mr. Wood said that the foremost feature of the convention, a feature of national significance which was permitted to escape attention was the declaration by President William H. Taft of a desire to see every government employee below the cabinet placed in the classified civil service. This declaration disputes the claim of administration enemies that Mr. Taft is employing the non-classified offices for political patronage. The placing of the internal revenue officers in the civil service would cut out politics and save time and money according to the President.

The following extracts from a stenographic report of Mr. Taft's speech at the convention are shown by Mr. Wood: "I do not know how it strikes you, but I have made up my mind that it would be a good thing for the country if the internal revenue department could be included in the classified civil service. If I had my way I would take away the necessity of the confirmation of appointments by the senate. It would put the whole service on a non-political basis. It would be a source of economy. The President would be saved much time. Many congressmen would retain their seats and there would be a general elevation of public service. Mr. Wood says that the convention passed a resolution deploring the making public of the record of all people who pay a special excise tax principally oleomargarine and malt and spirituous liquor dealers. He says the courts of the state of Maine which is included in the Portsmouth district, hold that the paying of a liquor tax is prima facie evidence of keeping and selling and that the government loses \$20,000 annually from the people of Maine who are afraid to come forward with the tax. This record is the only public record of the department.

George L. Crupsey of Cincinnati re-elected president, and Mr. Wood was returned to the office of vice president.

Packard cars to rent. Phone Kearsarge House, 237.

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The Ground Gripper

WALKING SHOES
CORRECT MUSCULAR ACTION SHOE. It strengthens weak feet, allows nature to relocate distorted feet. Our Pivot rubber heels give the body balance. Examine our patented shoe. How can the muscles become strong when they are bound with iron? Plates are NOT necessary in Ground Grippers.

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AGENT
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Piano Truth

In buying a piano it is better to be sure of quality rather than the price.
Price is something that takes care of itself, naturally.
If you get a Quality Piano, you cannot make a mistake at any rate.

Packard Pianos

are Quality Pianos every time. They are manufactured regardless of what the selling price will be. Therefore the intrinsic value of the Packard is superior to most pianos. Special attention is directed to the new

Style B. B.

in fancy figured mahogany, now on exhibition in our Piano Parlor

H. P. MONTGOMERY
Opposite Postoffice.

EXTRA TROUSER SUIT

The average boy wears out at least two pairs of Trousers to one Coat and the Two Trousers Suit idea is a splendid proposition.

If you have this sort of a boy you'll certainly be glad to buy this sort of a Suit.

Suits in Double Breasted or Norfolk Style.

Strong fabrics and the tailoring all of double strength.

Sizes 8 to 17 years.

Boys' Suits \$3.00 to \$10.00.

F. W. LYDSTON & CO.

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to take off the chill when it is too warm to have the furnace going. We have them that are as pretty as a picture, take very little oil and are guaranteed to be free from smoke and smell. Don't wait till all the family have colds. Get one today. We sell the

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